

HOV2 to HOT3

Agency Analysis



Why Move to HOT3?

- HOT3 eliminates “empty lane” syndrome that will occur with HOV3 lane implementation (no toll) in our system
 - ✓ Allows for all capacity to be utilized by giving vehicles option to pay to use – allows everyone the option of using all lanes
 - ✓ Allows for management of the lane by limiting number of vehicles using lanes to offer reliable trip times
- Transit travel times not consistently reliable due to congestion in existing HOV lane
- HOV2 Lanes near capacity – not providing reliable trip time

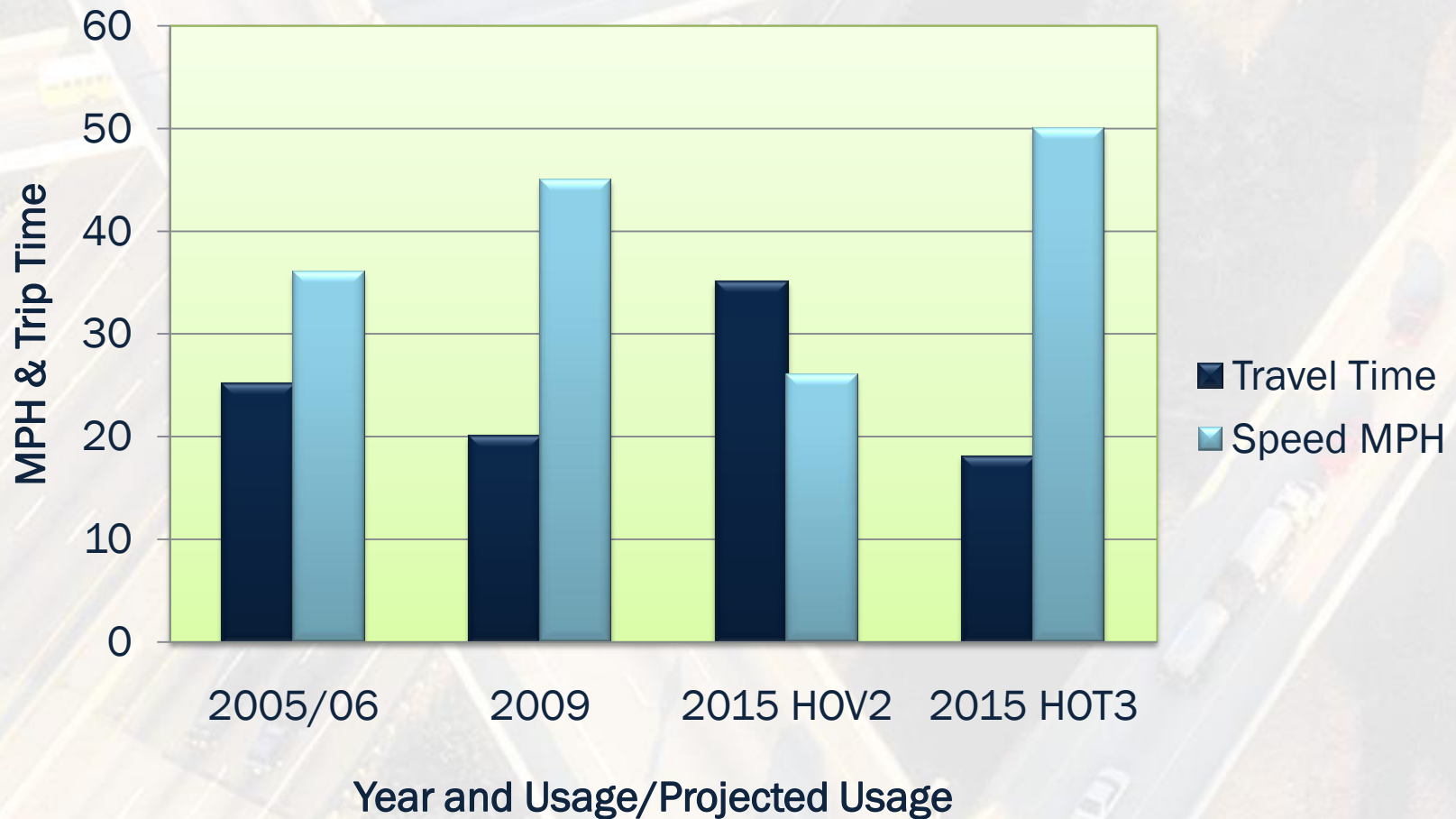
Public Information Open Houses March 26 – April 4

- Five Public Information Open Houses
 - Almost 300 Attendees
 - We solicited verbal and written comments from PIOHs and over the web
 - Slightly less than half of received comments were supportive or neutral towards HOT lanes
 - Comments Cited
 - Enforcement – how to keep vehicles with less than 3 from using
 - Difficulty finding 3rd rider/carpooler
 - Ability to afford toll charge
 - Like the option HOT lanes provide

Who Will Really Be Affected?

- 289,000 Vehicles use all lanes in corridor with 14,400 presently using HOV2
- Changing current HOV2 lane to HOT3 only affects 5% of road users adversely, and may POSITIVELY impact 95% by providing another option for travel

Travel Time/Speed Comparison



HOT Lane Systems Currently Operating in USA

LOCATION	ROAD SYSTEM	CONGESTION RATING	HOT REQUIRED
Orange County, CA	SR 91 Express Lanes	1	3+
Atlanta, GA	I-85	2	Proposed 3+
San Diego, CA	SANDAG I-15	6	2+
Houston, TX	US 290	7	3+
Houston, TX	Houston Katy Freeway	7	3+
Miami, FL	Miami I-95	11	3+
Denver, CO	I-25	11	2+
Seattle, WA	WSDOT SR 167	19	2+
Minneapolis, MN	MnPass I-394	23	2+
Salt Lake City, UT	UDOT Express Lanes	45	2+

Action Today

- Approve a Resolution to move to HOT3
- WHY?
 - Provides Options
 - Offers Reliable Trip Times
 - Encourages Use of Transit
 - Optimizes the Use of Our System